

## **IN THE SPECIFICATION**

Please replace original paragraph [0015] with the following amended paragraphs [0015] and [0015.1]:

**[0015]** Figure 5 shows a film-enveloped insulation structure for the internal insulation of a commercial aircraft having a burn-through unsafe insulation comprising two barrier layers.

**[0015.1]** Figures 6A-6C illustrates, schematically, a straight line ( Figure 6A), a zigzagged (Figure 6B) or a curved (Figure 6C) course.

Please replace original paragraph [0016] with the following amended paragraph [0016]:

**[0016]** It is assumed that the insulation structure specified in the following, which is used for the internal insulation of a (generally identified) vehicle and especially an aircraft, comprises an insulation assembly 3 and a (generally specified) film 11, the insulation assembly 3 considering a (generally specified) insulation which is shaped into a package. The insulation assembly is typically enveloped by the film 11 in order to provide a type of internal support to the insulation (for whatever reasons) and ensure maintenance of the desired assembly shape of the insulation assembly 3. This insulation structure is positioned inside an intermediate space 24, which encloses a fuselage internal paneling 25 and a fuselage external skin 23 of an aircraft, for example, as illustrated schematically in Figure 1.

Please replace original paragraph [0029] with the following amended paragraph [0029].

**[0029]** The closed (uninterrupted) course of the barrier layers 14a, 14b through the second insulation 1b is implemented in a straight line (Figure 6A) according to the pattern of Figure 5, a zigzagged (Figure 6B) or curved (Figure 6C) course (for whatever reasons) otherwise also being conceivable. If a curved course (Figure 6C) of the single barrier layer 14a, 14b is intended, this course may be designed as sinusoidal or cosinusoidal.